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SHIP
TAKES
HERRINGTHERE was an angry sequel to the arrival at Fleetwood on Tuesday of the French stern trawler *Samothrace* under the escort of HMS *Albatross*.

The Boulogne-registered trawler had been arrested by the navy for alleged illegal fishing inside British territorial limits.

She was found trawling for herring about nine miles from the Ribble estuary, but when the situation was explained, it was found that the French vessel had been doing nothing wrong and she was able to sail on the same tide.

Bill Rawcliffe of Boston Deep Sea Fisheries was angry about the matter. He said it was a disgraceful situation. "Apparently a man was recently imposed on fishing for herring in the Irish Sea by British ships, while foreigners can continue to fish for the species and an allowance is

Continued on page two

Official and Classified
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Continued from Page 15

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in
BRIEF

THE McTay group, which took over the Fife boat-building yard of James Miller and Sons Ltd., is to build a new slipway at St. Monans. Fife Regional Council has tried to raise cash for the slipway to save boatbuilders from redundancy, but have been unable to get the Government to foot the bill.

THE 18th Annual Conference and Symposium for Feed Compounders is to be held in Cape Town, South Africa, from November 1-5 this year. During the five days, all matters of current commercial and scientific interest to the industry and its users will be reviewed.

THE Scottish trawler *Vigilant*, which recently sank off the Berwickshire coast, has broken up according to divers who have surveyed the wreck.

ASSOCIATED Fisheries Engineering (Scotland) may be nationalised under the Aircraft and Shipbuilding Bill before the House of Lords. Lord Campbell of Croft raised the issue when the Bill was given a second reading in the Lords last week and it will be raised again later.

SHETLAND Islands Council is to send representatives to London and Brussels to put Shetland's case for an exclusive fishing limit. Councillor F. L. Dainty said the Government is now wavering about whether to act on its

Cod deal nerves

From page one

the present interim arrangement is running out, and all concerned in the fishing industry are very anxious. "Hull now has only about 24 wet fishing trawlers and, of these, about 95 per cent fish off Iceland."

Meanwhile, as the strength of the port's wet fish fleet has declined and the volume of fish landed has fallen, a lot of people have been leaving the industry and its ancillaries.

"The situation could worsen unless talks go ahead as soon as possible — and some worthwhile settlement with Iceland is reached."

Whether Icelandic Premier, Geir Hallgrímsson, has been re-approached is far from clear. Some weeks ago

own because of the poor response from the EEC.

PRINCE Charles spent part of August fishing inside Iceland's 200-mile limit without any quotas. He was not poaching aboard a trawler, but spending a 'hushed-up' week at a guest of the owner of a salmon fishery. He caught 43 salmon described at 'good-sized'.

MOREP LTD., UK agent for Promac ice-making machinery, has pointed out that the machine pictured in *Fishing News* (October 8) as being suitable for fitting inside a trawler's hold included a water tank used for exhibition purposes only. Usually only the small flake ice unit is sited in the hold, while the compressor / refrigeration unit can be fitted in the engine room.the Icelandic daily newspaper *Morgunblaðið*, which supports his own Independence Party, reported him as saying exploratory talks had taken place at the end of July.

No decision had been taken on when talks would be resumed and he did not expect any developments until October, although he expected the EEC to announce a 200-mile limit in the autumn.

Rather gloomily he said the EEC countries were yet to develop a coherent fisheries policy, neither amongst

LOWESTOFT skipper, Victor Ernest Crisp, died last week aged 75. He went to sea at 13 as a cabin boy on a sailing smack and his first command was a pilot cutter converted for trawling. He later joined Consolidated Fisheries with *Volta* as a first command under steam.He subsequently sailed on several trawlers in the W. H. Pod fleet, and his career at sea was full of incidents. One of the most hazardous was during the last war while he was skipper of the *Boy Clifford*, she was badly damaged after being ordered to take news of a bombing incident at Lowestoft to another local ship, *Pilot Jack*, in the Bristol Channel.He was in *Lucky Lady* sailing off Milford Haven when he saw the *Warwick* torpedoed in the Irish Sea and picked up a number of survivors.

He was always deeply interested in the development of diesel power and after the war moved to the Boston Co.

themselves or externally. Iceland had no interest in pressing for more talks at that time.

He ended by stating: "Nevertheless, it is obvious we have little leeway in such negotiations because of the current state of the fish stocks."

"What happens next after December 1 depends upon whether we find it worthwhile to gain access to fishing waters inside the EEC 200-mile zone. So far, there has been no indication as to what the EEC countries have to offer us."

OBITUARY

He was closely involved in design improvements and his commands included *Boston Swallow*, *Hunter* and *Pegasus*.He was Lowestoft's top skipper with *Pegasus* in 1950 and was still in command when he was forced to retire because of ill health some years ago. He undertook a number of delivery trips in later years.

SKIPPER Edward Harris MBE has died at Fleetwood aged 72.

He gained his skipper's ticket at 21 and spent more than 40 years, until retiring at 65, in command of vessels owned by the former Dinas Steam Trawling Co., mainly working the Iceland grounds.

After retiring he worked as a river pilot at the port for two years. He received his MBE while trawling during the last war.

50
years ago

Recalling some of the stories which appeared in our columns this week years ago.

OCTOBER 16, 1926 FOREIGN steam trawler, *Invade* fishing ground from Start Point to Looe mouth. Fisheries cruiser, HMS *Dart* sent to the grounds.HELLYER Bros., trawler owners, send 'mother ship' *Helder* to Greenhithe. She is fitted with special derricks to launch small motor boats and line for halibut.'Zephyr' beats gales
to bring back record

Above: Skipper Roger Ackyx was awarded an engraved sovereign to mark the new Grimsby record. Below: Zephyr, the Belgian beam trawler pictured at the port.

THE 198-TON Belgian trawler *Zephyr* (Z 571) kept up Grimsby's run of new weekly records with a port grossing of £23,446 for a beam trawler last week.For several years *Zephyr* has been the outstanding Belgian beamer at Grimsby and has held the port grossing record for most of that time.However, at the end of September it was suddenly whisked away by the nearby *Marba* (O 33) with a tally of £19,043.Owner of *Zephyr*, Raymond Clays, told *Fishing News* in Grimsby last weekthat Skipper Roger Ackyx had set out on his trip to the Skagerrak fishing grounds with the sole intention of regaining the Grimsby record, but the ten-day voyage had not been without incident as *Zephyr* had to contend with both easterly and westerly gales.Nevertheless, *Zephyr* made an 845-kilometre landing on Monday — including over 700 kits of plaice — and became the first beamer to top £20,000 at Grimsby.

Later, to mark the occasion, a small celebration dinner was arranged and Fred Harrison, managing

director of Grimsby owners and agents A. E. Richardson & Co. Ltd. which sold the catch, presented an engraved sovereign to Skipper Ackyx and pen and pencil sets to the crew of four men and a boy.

Last week the Fleetwood Inshore Fishermen's Association

met the board's and

ports director, Mr. H. P.

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Charges

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New moves in
Fleetwood
dues increase

FLEETWOOD'S inshoremen met last week to decide how to end the deadlock over a 25 per cent rise in dues claimed by the British Transport Docks Board. The men have withheld the money since September.

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WARNING SIGN

THE SIGN that said it all. This was posted up in trawler owners' offices on Humberside last week.

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REMEMBER!
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Charges

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COMMENT

APART from its disastrous attitude towards coastal zones, the proposed revision of the Common Fisheries Policy does embody many of the points being made by British fishermen.

Nobody would disagree that a system of management and conservation of fish stocks was necessary or that industrial fishing should be phased out. What is difficult to understand is how far the Commission would be prepared to go to enforce these aims. For instance, a ban on industrial fishing would almost wipe out the Danish fishing industry.

On conservation, the Commission proposes to calculate an annual catch limit for each species of fish. But whose figures would they take? Already it had been seen through experience with the North East Atlantic Fisheries Commission, that scientists from some individual countries have been politically motivated on the figures they supply.

Already special reserve quotas have been mentioned for Irish and Scottish fishing communities, but there will be many English and Welsh fishermen who will want to know why they are not being treated in the same way.

We agree that system of licences COULD be the most effective method of management but even this is open to all sorts of suspicion. Already we have seen some strange looking boats with numbers painted out operating from South-West ports, no doubt trying to establish traditional fishing rights.

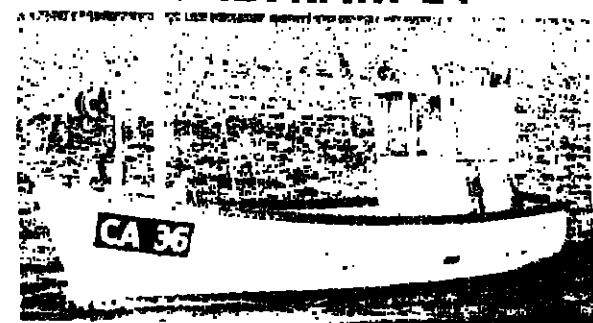
All in all, the theory of conservation and management in the present proposals looks good. As ever, suspicion centres around whether it could be put into practice with countries which have already shown that they see rules as something to be broken.

fishing news

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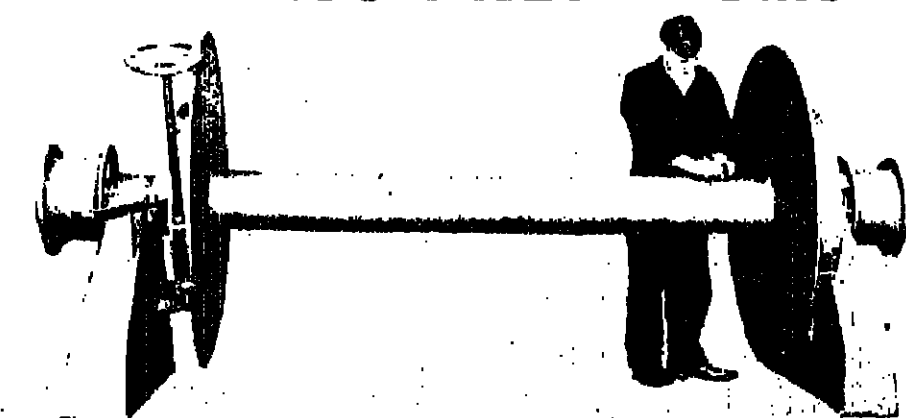
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Herring taken

Continued from page one

made for them while our own fishermen have to go high and low looking for other fish," he said.

Colin Chandler, fisheries officer at Fleetwood, said that the position was not straight forward. The North East Atlantic Fisheries Commission had set the North Irish Sea quota of 14,000 tons for this year.

"This was a voluntary agreement by the member nations because of the danger of over-fishing. In view of the quota figure being approached it was decided that herring fishing licenses would be suspended until later in the year."

He said that international links made it very difficult to implement regulations immediately for all nations.

If measures had to be applied in a hurry, it was decided that the regulation would only apply to British vessels as 90 per cent of the herring taken from the waters in question were caught by British vessels," he added.

'GASSED'

TWO Danish fishermen drowned onboard their fishing boat as they left Lerwick last week.

The boat, *Minoris*, was heading for Denmark with about 100 tons of industrial fish. The men were overcome by fumes and died.

'We will not be responsible for our actions'

REPORT FROM: TOM MACSWEENEY

FISHERMEN from the Irish Republic, Northern Ireland and Scotland, have threatened that they "will not be responsible for their actions, if politicians fail to negotiate a 50-mile exclusive fishing limit for Ireland and Britain."

Meeting in Dublin on Thursday, October 14, the fishermen received messages of support from English and Welsh fishing organisations.

General secretary of the Scottish Fishermen's Federation, Mr. Graham Fulton, said they would not rule out port blockades and harassment of foreign fishing vessels. The situation was so serious that unless the limit was granted, Britain and Ireland would have no fishing industry in a very short number of years.

Capt. William Long, a former Northern Ireland Minister for Agriculture and Fisheries, representing Northern Ireland fishermen, said that other EEC nations were currently increasing activity off the British and Irish coasts in an effort to establish rights which they could later claim were "historic rights" and justify remaining there for ever.

He described the proposal for quotas as "coddling". No one could determine where fish were actually caught and the foreign vessels could land in their own ports and claim what they liked, he said. His

organisation would put it in weight behind the fishermen — who already have the country's biggest trade union, the Irish Transport and General Workers' Union, campaigning for a 50-mile exclusive limit.

Mr. Joey Murrin, Chairman of the Irish Fishermen's Organisation, welcomed the united front of the various fishing associations and said the foreign vessels were not "EEC partners", they were just determined to ruin Irish and British fishermen and this would not happen, particularly if the fishermen remained united.

Vital

There was more support at week's end for the Irish fishermen from the Irish Fish Processors' Association, whose chairman, Mr. Brian Love, warned in a national statement that thousands of onshore jobs were at risk. "In a time of heavy unemployment, this is vital to consider," he said.

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October 1, 1978

October 22, 1978

October 22, 1978

Harbour dues to go up

HARBOUR dues at Bridlington which have remained unaltered for three years will certainly be increased next year.

But harbour users were reassured last week that the increases would be kept to an absolute minimum.

Barry Gray, chairman of the Harbour Committee of Bridlington, said at the annual meeting that the members were very conscious of the emotive reaction to the raising of harbour dues.

"We would reassure fishermen and other harbour users that the benefit of stringent economies by the commissioners will reflect in as modest an increase as will continue the financial viability of the harbour," said Mr. Gray.

On their first trip out after mackerel the trawlers were caught in last Thursday night's ferocious gales and had to shelter in Falmouth Bay. On Saturday they landed between them 100 tons of mackerel. This was followed on Tuesday by a further 160 tons landing.

The Scots are landing in a specially-formed subsidiary of Christian Salvages Ltd., called Plymouth Fish Sales Company. Barry Moyle, general manager of Christian Salvages in the south west, said this week that the Scottish boats were from the Peterhead and Fraserburgh area.

He said it was difficult to give a name to the 80ft. trawlers' home port because they landed in many different places. Saturday's catch had in part been exported to

BIG TRIPS AT HULL

TWO TRAWLERS easily beat the £50,000 mark at Hull this week. From a 23-day trip to Iceland, *Rose Canaveral* made £59,382 for 2055 kits. This was followed by *Somerset Maughan* with £53,380 for 1953 kits, after a 26-day voyage to the White Sea.

Communist vessels. Says Mr. Culling: "It may reasonably be assumed that the large shoals being hit by the Russians are small shoals when they get through us."

Thirty five Cornish boats came back to port with just 100 stones of mackerel between them one day earlier this week. This was a particularly black day, but the average catch per boat per day this season has only been 75 stones, compared with 142 stones in 1975.

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Scots set up in Plymouth

AN ADVANCE party of Scottish trawlers has arrived in south west waters and set up base at Millbay Docks, Plymouth. The boats are *Serepta*, *Amethyst* and *Que Vire*.

Another Scottish vessel, the recently lengthened *Perseus* will also be working out of Plymouth.

On their first trip out after mackerel the trawlers were caught in last Thursday night's ferocious gales and had to shelter in Falmouth Bay. On Saturday they landed between them 100 tons of mackerel. This was followed on Tuesday by a further 160 tons landing.

The Scots are landing in a specially-formed subsidiary of Christian Salvages Ltd., called Plymouth Fish Sales Company. Barry Moyle, general manager of Christian Salvages in the south west, said this week that the Scottish boats were from the Peterhead and Fraserburgh area.

He said it was difficult to give a name to the 80ft. trawlers' home port because they landed in many different places. Saturday's catch had in part been exported to

France and in part frozen for export, some of it to West Africa.

Mr. Moyle, a Cornishman, stressed that his company was handling catches from Cornish boats, too, and said there was no aggravation between the Cornish and Scots "who recognised each other as professionals."

Asked what size catches the new subsidiary was capable of handling, Mr. Moyle replied: "Logistics will be the important thing. We will develop our facilities as necessary as far as we can to cope with the boats coming in."

Mr. Moyle said he had no idea what other Scottish vessels might be coming.

If present catches off the Cornish coast are anything to go by, the Scots might not be tempted to come in any number. There is as yet no sign of the heavy mackerel shoals which were found at this time last year.

The manager of Cornwall Fishermen Ltd., in Falmouth, Dave Culling, said that on Monday, CFL and the Flushing and Falmouth Fishermen's Co-operative did have about 35 boats out — which between them had landed a more 100 stones of mackerel.

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NEW PORT SEINE RECORD

SKIPPER Peter Stephen and his crew of the Peterhead-registered seine netter *Harvest Hope* came close to beating the Scottish record for a seine net trip on Saturday. They landed 695 boxes at their home port for a grossing of £13,800 after a five day trip.

The record was set up three days previously at Aberdeen by Skipper Davie

Smith and his crew of the Kirkcaldy-registered *Argonaut IV* with a grossing of £13,914 from 730 boxes.

Skipper Stephen and his crew struck a heavy shoal of codling and cod and the prime quality of the fish ensured a keen demand as only five boats landed on Saturday with a total of 1,829 boxes.

Harvest Hope's catch set up a record for Peterhead. The previous best of just over £11,000 was established by Skipper Willie Campbell of the Lossiemouth seiner *Ajax*.

The continuing firm demand for all varieties was reflected in the collector's returns submitted at a meeting of Peterhead Harbour Trustees. It was revealed that the value of white fish landed and sold at Peterhead during September was £1,340,486, compared with £875,680 in September 1975, and dues on white fish for the month rose by £13,107.

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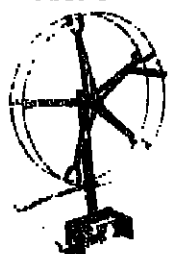
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TOP SKIPPER DIES AT SEA

THE BRITISH deep-sea trawling industry has lost one of its most notable and popular sea-going figures through the sudden death at sea last weekend of Robert Bertram (Bob) Warren, 43-year-old skipper of J. Marr and Son's Hull based *Westella*. He died just after the vessel had started fishing.

The trip was ended prematurely, and Skipper Warren's body was brought to Hull on *Westella* on Wednesday.

Meanwhile, radio news of Skipper Warren's death was broken to relatives by David Saltiel of the Royal National Mission to Deep Sea Fishermen.

Skipper Warren had been **CORRECTION** THE PLYMOUTH boat *Seafarer*, now up for sale, has recently had £3,000 spent on her to bring her up to DoT survey standards. In our report last week, it was stated that this vessel had been banned from fishing and needed money spent on her before she could go to sea again. This was incorrect and we apologise for any confusion this may have caused.

going to sea for 27 years. He began as a deckie learner, and later commanded various Marr ships including *Benella* and *Brucella* before taking over *Westella* in April 1973.

That year *Westella*, with earnings of £35,745, was the third highest grossing vessel and in 1974, Skipper Warren, still with the same side-winder, lifted its annual earnings to £463,475, the highest in Britain up to that period.

Bob Warren vice-president of Hull Trawler Officers Guild, will be a much missed figure and, in tribute to him, flags were flying at half-mast at Hull Fish Dock this week.



Skipper Bob Warren

Russian pays up £95,000

LAST FRIDAY the Russian trawler skipper, Nikolai Shinkaruk, convicted of illegal fishing inside Irish limits, lodged a bank guarantee for £95,000 with Cork District Court.

His trawler, *Belomorje*, sailed at midnight that night with her gear and catch aboard.

Notice of an appeal was also formally lodged, but it was felt in Cork that no actual appeal would take place and the £95,000 was compensation in lieu of confiscation.

The money will go to the Irish Government, via its Department of Justice.

At Cork District Court, Department of Agriculture and Fisheries officials valued the gear and catch at £122,780, but the District Justice reduced the figure to £95,000 after appeals by the

Russians. They offered the Irish Department of Agriculture £30,000 to get the gear back, but this was refused. John McGettrick, a department inspector, valued the gear and catch as follows: 1 trawl door £6,000; weight £400; 12 trawls £71,000; netting £17,250; portions net, wings and guide line £4,400; nylon twine £2,300; steel rope £2,640; ordinary rope £310; hobbins, flou-rubbers, bridles, straps and wire £3,975; miscellaneous £700.

Value

About 40 tons of fish were found aboard and valued at £5,580; 44 tons of fish and 900 tons of fish were valued at £5,225. The catch was composed mostly of mackerel and white fish.

At first, the Russians had opposed Naval officers helping the department in locating gear and catch.

The officers, who wanted Naval help because the Russians were believed to be hiding catch and gear to avoid inspection and confiscation, got a Court order for help.

Police probe blaze at fish store

SAMPLES from a fire at Plymouth fish store have been sent for forensic analysis in the police laboratories at Bristol.

The fire broke out last week at the Devon Crab Export Company's premises at High Street, Barbican.

Only three weeks earlier, builders had finished repairing the roof of the premises which had been destroyed by fire in March. It is thought that the latest outbreak may have been arson.

Smoke and water damage estimated at thousands of pounds in premises where fish were stored. The fire packing cases and large unused fish. The outcome of the tests is awaited.

Fishermen lose rent objection

A DISPUTE between Bridlington Harbour Commissioners and fishermen over rent for harbour warehouse units has been settled in a reserved judgement by Judge A. C. Lauriston QC at Beverley Crown Court last week.

The judge, who was considering 23 objections proposed increases from an earlier hearing (Fishing News October 14), said that the proposed by the harbour commissioners would be proper economic rent.

The fishermen were objecting to such a large increase but the judge said that the original rent of £1 a week was relatively low even in 1950 when it was fixed.

Stability: more boats with big problems

A FIRM of Scottish naval architects closely involved with modifications to the seiner trawler *Persevere* (formerly *Silver Lining*) is now looking into serious stability problems on another ten vessels. Among the vessels being investigated by the Napier Company of Arbroath are brand new boats.

In more than one case, stability calculations have been carried out on fairly new vessels and inadequacies have been found.

All ten vessels are in the 50-80ft. range and in some cases the investigations have been requested by builders as well as owners. Naval architect Mr. M. J. Napier, told *Fishing News* this week, that the problems with *Persevere* seem to have made a lot of skippers reflect on the state of their own vessels.

Last week, the chairman of the Herring Industry Board, Dr. Lyon Dean, had urged all owners who had fears about the stability of their vessels to contact the Department of Trade.

There have been complaints from skippers that the HIB and WFA have refused to pay for stability calculations.

A spokesman for the WFA told *Fishing News* this week, that where modifications resulted, the cost of the calculations would be included in any improvement grant made.

Persevere, which had £15,000 spent on her to improve stability is expected to

run trials from the Bideford Shipyard this week. She has been lengthened by 11ft. 8in. and the design of her fuel and water tanks altered.

While the modifications were being carried out, *Persevere* was also fitted with a new 24in. Rapp power block mounted on a Hiab crane. Her wheelhouse also had a face-lift with an Elac sonar and sonarscope and Decca 060 radar being installed.

... ON THE MACKEREL

SKIPPER Peter Johnstone has recruited a crew from Newlyn, Cornwall to work aboard *Persevere*. After sea trials are completed, the vessel will move round to Plymouth, Devon, where she will be based for mackerel fishing.

Arrangements have been made for landings from *Persevere* to be handled by the firm of Donnan, which has also been acting on behalf of the Aberdeen - registered purse seiner *Quo Vadis*.

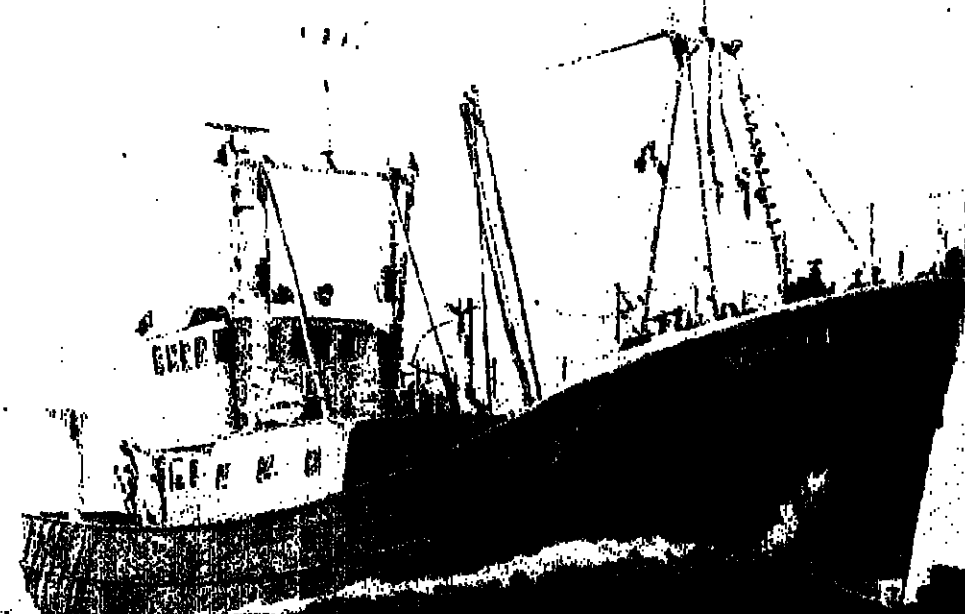


Below: The 'new-look' *Persevere* seen at her mooring in the River Torridge, Devon, after a £75,000 refit at Bideford Shipyard to improve her stability. An 11ft. 8in. centre section has now stretched the vessel out to 97ft. Right: On board *Persevere*, Mr G. Trinder, managing director of Bideford Shipyard (left) and Dr W. J. Lyon Dean, chairman of the Herring Industry Board. *Persevere* will start fishing again from Plymouth.



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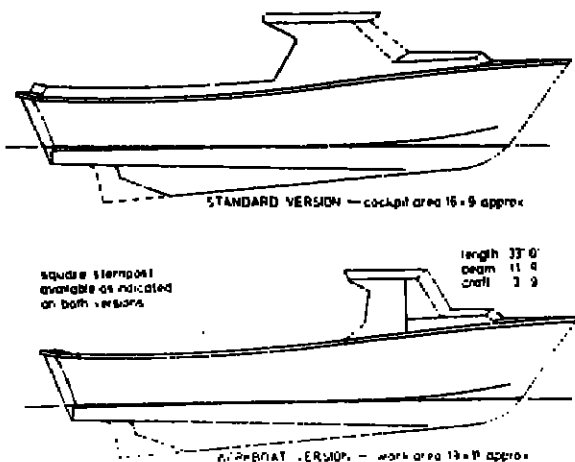
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BIRDS EYE GOES FOR RUSSIAN COD

BIRDS EYE, Britain's largest frozen food manufacturer, has started taking shipments of whole Russian-caught cod in an attempt to keep prices of its frozen cod products stable.

At Grimsby, where the bulk of these products are prepared, the company which is still buying very heavily on the wetfish markets, estimate cod prices have risen by 20 per cent over the last six weeks alone and by nearly 50 per cent since last winter.

Last week it disclosed that supplies of unprocessed cod had been secured from Russia to help the factories through the coming winter when wetfish cod supplies at Grimsby are expected to be very scarce.

The company took a consignment of around 250 tons of frozen whole cod from the giant Russian vessel *Polyarnyy Krug* (MT. 0037).

It is expected other similar shipments are likely to follow at Grimsby as last week's consignment represented only the equivalent of about 4,000 kits of wetfish, scarcely enough to bolster stocks for the months ahead.

Traditionally, Grimsby has always relied on her fleets of



The giant Russian ship *Polyarnyy Krug* landed a cargo of whole cod at Grimsby.

distant water trawlers for cod supplies in the winter, but the Oslo settlement with Iceland last May, coupled with expiring quotas on other grounds, like the White Sea and Norway Coast, has put supplies in question.

What cod is landed is also certain to be very expensive and, unless there is consumer resistance, imports look as though they will play an important role in keeping many merchants and processing factories in business.

An element of mystery sur-

rounded the 2,387-ton *Polyarnyy Krug*, registered at Murmansk, for no one seemed too sure if she was merely a carrier or a 'mother ship'. She arrived at Grimsby on October 12 and was logged in as having sailed from the "sea", which would suggest she had been working with Russian trawlers.

However, the amount of

fish discharged tended to suggest this was not the case as she was obviously carrying a much larger load and possible she was after all only a freighter. Efforts by *Fishing News* to find out her function details of where the fish came from (believed to be White Sea) were thwarted by a Russian security guard.

Billingsgate

THE ARTICLE in *Fishing News* (October 8) about possible changes in the market provoked thoughts about some of the other changes that have already taken place.

Some of them are structural and obvious such as the drawing in of the traders from the re-development area on the north side of Thames Street into the temporary buildings on the quayside.

Others are more subtle for instance, the gradual move to selling smaller quantities of fish of relatively higher value, and breaded scampi by the pound rather than whitings by the six-stone trunk.

One of the most interesting changes has been in the species sold. In the not too distant past, odd boxes of grey mullet, with bass intermingled, would arrive unannounced from the West-country, still covered in the sand off the beach on which they had been landed by shore seine.

Packed without ice and travelling at least part of the way on local stopping trains, their quality often left much to be desired.

Nor was the price available for them any encouragement for senders to care or merchants to try. If a shilling or so a pound was realised, everyone felt that the best had been made of a bad job.

How different now! The demands of London's immigrant population, particularly those of Mediterranean origin, for fish similar to that of their homelands, have boosted prices, so that bass at 75p a pound and mullet at 40p is not unusual. No longer are their arrivals casual and unplanned.

Merchants such as Chris Newnes and Jack Shiels of C. J. Newnes Ltd., Martin Harvey of F. G. Jary Ltd., and Jimmy Morris of Lelau and Morris Ltd., are most active in soliciting senders and each of these firms seeks to provide the many boxes each day to satisfy what seems to be an increasing demand.

The scod, horse mackerel, donkey mackerel, jack, call it what you will, is another species, which apparently reminds the immigrant of home, although in this case the West Indian is the most avid buyer.

From being a trash fish, avoided where ever possible because the damage its sharp spines could do to the handler, it is promoted to a fish with its own specially printed cartons and for which cold-store space is found.

If you prefer your fish raw, then London's Japanese restaurants are ready and able to sell you *Shasimi* which has in turn led to an increase in the demand for sea bream. The local fish which most closely resembles the Red Sea Bream of Japanese waters, provided that it is of the superb quality upon which the buyers insist.

These fish together with the imported exotic varieties, of which more another time, draw the exotic customers and add a new dimension to the colour and babble of Billingsgate.

Chinese *Mao-thy* grey eels and Japanese split-toed eelers are to be seen and both the Turkish and Greek districts of Cyprus can be heard in the aisles and cafes of the market, but the bargains are still being struck in English. Very basic at times.

IRISH HERRING STOCKS GROW

THERE IS evidence of a 'reasonable recruitment' of three-year-old herring off the north-west and west Irish coasts for the first time in recent years, according to a report from the Department of Agriculture and Fisheries.

It says that two-year-old herring were much more plentiful in August and September this year than they were previously.

However, in 1975/76, the average number of fish per landing had dropped to 74,000, of which only 19,800 were three-year-olds.

The scientific advice on what catch should be taken in 1975 was 58,000 tons and 68,000 tons this year. The actual catch in 1975 was about

129,000 tons, of which Ireland's quota was 120,000 tons.

The recommended catch for 1977 would probably be about 83,000 tons. This has been increased slightly because of a decrease in the total catch in western and north-western waters.

because there was evidence of any decline in the recruitment level.

It did not appear likely, however, that catches would ever be allowed to return to the high levels of 1970-74.

'Admiral' gets off to a bad start

THERE has been an unfortunate start to the former Aberdeen trawler *Admiral Hauke's* 'career' out of Fleetwood.

The vessel, which was recently purchased by the Hewett Fishing Company, sailed for the middle-water grounds only to be hit by a combination of mechanical trouble and bad weather.

The vessel, commanded by Skipper Jack Kirby, lost several days' fishing time before returning to port with only 105 kits, which sold for £2,570.

A spokesman for the owning company said: "There was a series of mechanical faults. She was dogged by them all the trip. In addition, there was a load of bad weather."

"We thought it was best that she came in, completed the trip, and made a fresh start. It was very disappointing."

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No 'consultation' on DoT surveys

SIR, I read with interest your article 'DoT told survey fees excessive' in the October 8 issue. I was particularly interested in the comment from Captain Anderson that "the rules had been agreed in full consultation with the fishermen".

At two meetings held in this area between DoT and local fishermen we were given rules applicable to the safety of our boats. The word "consultation" was, at no time, mentioned and

what we were confronted with was in fact a 'fait accompli'. It is the feeling in this area that many of these rules border on the ridiculous. In the vast majority of cases we know our boats well, their faults and idiosyncrasies.

What we object to is the payment of an absorbent fee to point out what we already know and also the loss of earnings whilst we are being told.

We also object to having to get repairs done immediately, whether it is convenient or not.

and also the threat of a heavy fine hanging over our heads if we fail to comply with it. These surveys appear to be conducted on the "big ship" basis where money is no object.

At the present time the industry is without a fish subsidy. Despite reassurances from DoT, I feel that this survey — or the threat of it — will put many fishermen out of business.

If, as a result of this survey, the cost of repairs cannot be met, many boats which are now fishing successfully will become a total loss to their owners.

If this survey and its attendant rules had been applicable to all fishermen at the same time, I feel that concerted action by all concerned would have resulted in the abolition or drastic modification of this present charade.

S. Barker, 38 St. Aldans Avenue, Sunderland.

LETTERS

An expensive way to fish

SIR, I was amused to read in *Fishing News*, October 8, the article on R. B. Leakey and his advanced fishing technology. I had read his catalogue and part of this book, and, like your reviewer, came to the conclusion that to use Leakey methods would be expensive and non-profitable.

I have found it very easy to lose lobster creels from a fleet in heavy weather when they are tied on, how much sealer it would be to lose them with the Leakey toggle, but perhaps this is all in the design.

Mr Leakey has castigated the design of the traditional fishing boats, because his designs are not considered, least of all by grant giving authorities and, most of all, by fishermen who know what they prefer and trust.

Even makers of GRP and ferro-cement boats stick to the traditional designs, as they know that this is what they can sell to the fishermen.

Personally, I would prefer to lose home made lobster creels than lose a bunch of expensive creels, even if they did catch as well as I like to think mine do.

I agree with your reviewer about the fishing capabilities of creels, a saying I have heard is that, "a quiet creel fishes better". Mr Leakey is up against another saying, "better the devil you know, than one you don't".

Mr Leakey would make more money and friends, importing and selling cane for creels which is becoming more and more expensive and also more difficult to get.

He is in the position of the inventor who thinks that his methods will revolutionise the industry but only he thinks so, because nobody else does.

This is why he has to stick to selling to part-timers. D. W. Roxborough, 23 Midtown, Inverdale, By Achnashen, W. Ross.

IS MY TRAP A RECORD?

SIR, thank you for your very fair review of my book *Modern Inshore Fishing*.

You unfortunately missed the most important message in the book which is that, for reasons explained therein, it is impossible to design a small single hull vessel or lifeboat so that it is safe in bad waves and breakers, but, as we regular customers who depend on our traps for a successful living!

Once the logic of this rediscovery (it was known to some primitive boat builders perhaps over a thousand years ago) registers with modern naval architects and the boat world, it will not only enable fishing industries to start up in the many thousands of miles of ocean coastline round the world where there are beaches,

but no ports, but will save lives by producing safer boats.

Regarding your reviewer's remark that he found my traps "prone to all sorts of damage, poor catching traps, took twice as long to work as conventional traps." For obvious reasons, such derogatory remarks are usually made about them by regular customers who depend on our traps for a successful living!

Independent comparative tests on traps have shown our traps to be excellent catchers and on the west coast last summer we found some of our traps supplied as long ago as 1984 still in use! Is this a record?

R. D. Leakey, The Shippliff House, Settle, BD24 0BA, Yorkshire.
*Price £1.20, post paid.

Launch date set

A NEW wooden multi-purpose fishing vessel for local owners and agents A. R. Richardson & Co. Ltd. is to be launched at the Marstal Traekilbyaert yard, Marstal, Denmark, on October 29. The vessel is to be named *Lysha* (GY 341) by Miss Jill Harrison, daughter of Mr and Mrs Fred Harrison. Mr Harrison is the managing director of Richardson's.

Prices 'seesaw' at Milford

VESSELS landing at Milford Haven at the beginning of last week met a good demand for their catches.

Pictou Sealion (Skipper Trevor Salter) was hit by bad weather but her catch of 125 kits sold for £4,994. On the same day *Brenda Wilson* (Skipper Rees Evans) landed 141 kits which sold for £4,865.

It was again an unhappy week for the pocket trawler *Westerdale* (Skipper Frank Reynolds). For the second time in succession she was forced to return to port. On her latest trip she had to return after only five days with 21 kits which sold for £1,011.

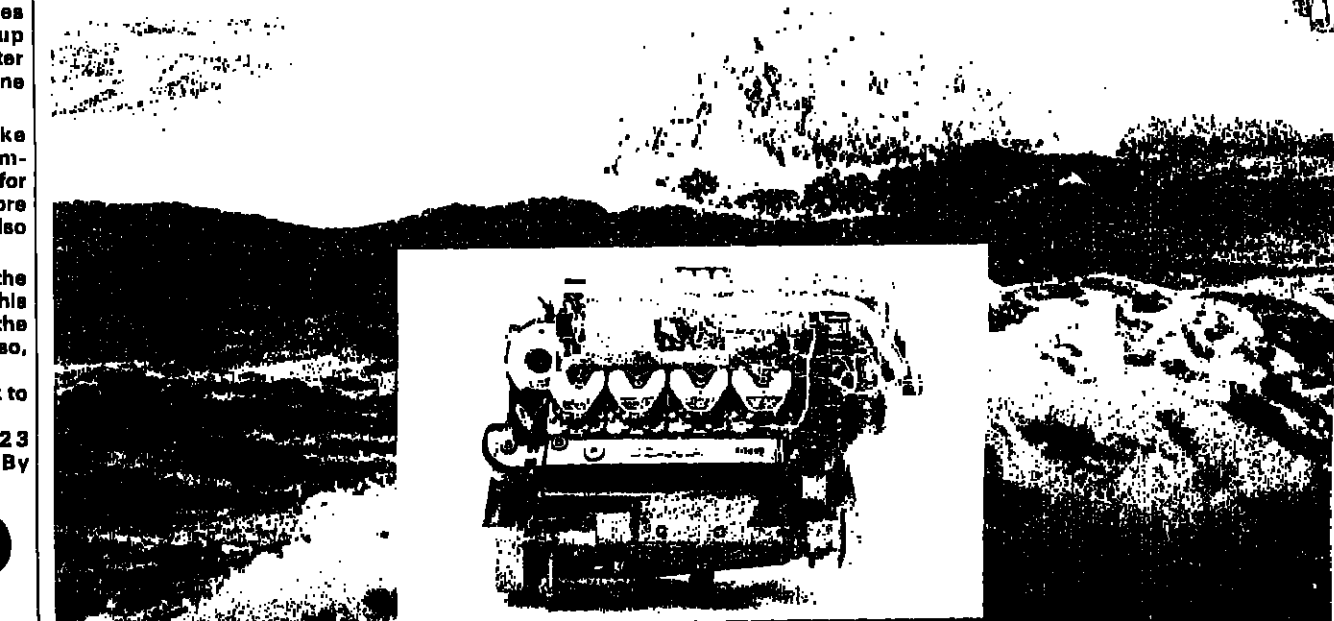
There was a drop in markets later in the week. *Pictou Sea Eagle* (Skipper Robert Foster) landed 143 kits which sold for £4,729 and

Rosecar (Skipper Alex Simpson) made £4,987 from 153 kits.

Between them the vessels landed a total of two of haddock, 40 of cod, 20 of whiting, 100 of roker, 15 of turbot and brill, 30 of plaice and 10 of sole.

At the port there is growing anxiety over Common Market deliberations about exclusive fishing limits. The port has a particular interest in seeing a 50-mile British exclusive zone established as many of the grounds worked by local trawlers are subject to heavy fishing by continental vessels.

Already the port has seen its once flourishing hake fishery drop to nothing because of heavy foreign exploitation and, without a 50-mile exclusive zone, they see the same thing happening with other varieties.



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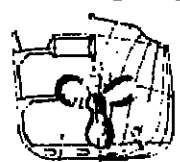
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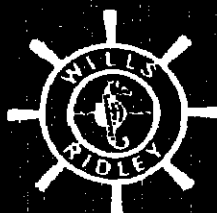
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Anglesey, Wales. Telephone: Holyhead 4415.

CATCH '76 REPORT SOUNDER OF THE FUTURE

ON DISPLAY for the first time in the UK at Catch '76 was the new Atlas 790 DS deep sea echo sounder designed for vessels searching out new fishing grounds and little used fish species.

The 790 DS offers a new flexibility in fish detection and is designed to enable a vessel to work efficiently in any kind of fishing operation that she may undertake in the future.

The sounder was displayed by Brown and Perring (Instrumentation) Ltd., UK agent for Atlas Elektronik echo sounders, radars, Loran and Omega equipments.

The company also markets a range of radio telephones, speed logs and the Brown and Perring autopilot, all of which were on show in the Krupp Atlas Elektronik demonstration van.

High power

The 790 DS 'sounder of the future' has a 51-element phased array transducer and a 4kW transmitting power to produce a ten-fold greater acoustic intensity when compared with the Atlas Fisch-finder 790.

It gives clear indication of big single fish down to 1,000 metres and easy detection of very small targets like krill, prawns, etc., down to about 100 metres.

High pulse intensity, combined with an extremely narrow beam width of six degrees by four degrees, results in high resolution being carried down to greatest depths.

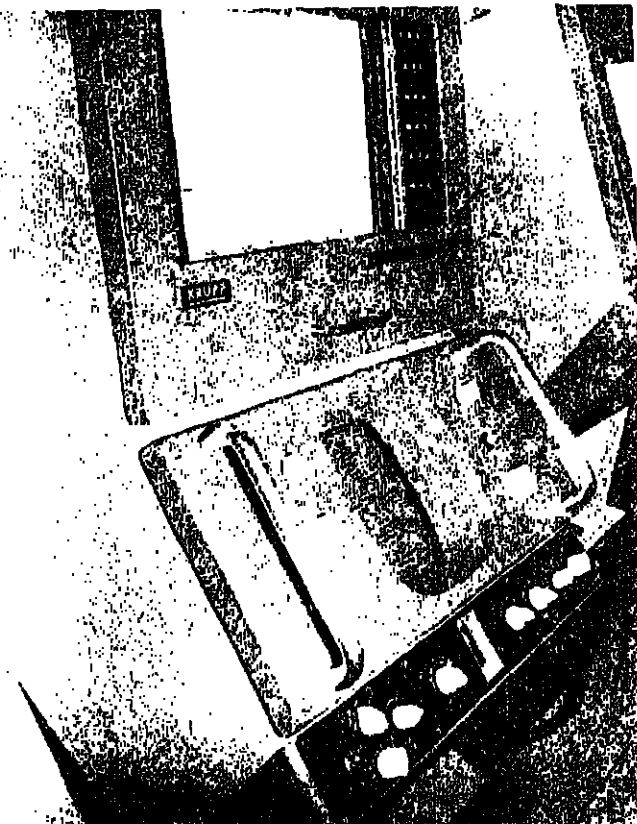
In addition, electronic stabilisation of the beam's direction means that no signals are lost even if the boat is rolling as much as 25 degrees port or starboard.

The beam can also be swept transversely within a 38 deg. sector for improved searching of a larger area and to give clear indication of fish distribution.

Fishing on slopes can be carried out more efficiently and the narrow beam width eliminates side lobe phantom echoes and gives more accurate contour information on rough grounds.

The new equipment is already in production and the existing Fisch-finder 720, 740 or 780 models can be converted into the 790DS by the addition of the DS electronic unit and the 51-element transducer array.

Also on show for the first time was the Atlas Echograph 811 designed for vessels up to 86ft. or so.



Big single fish 1,000 metres (3,280 ft.) down can be spotted with the Atlas 790 DS.

GRP BUOYS

GALLEY ranges and ships' heating equipment from Kempf safe of Southampton are well known in the Scottish fleet.

Perhaps a less known aspect of the firm's work is the manufacture of marine navigation buoys. One was on display outside the main entrance to the show and smaller buoys were on the stand.

Built to a high standard of finish in GRP, Kempf safe buoys have been designed to minimise maintenance problems for port authorities and are virtually unsinkable under normal conditions; they are also easy to repair if damaged.

Because they are lightweight in comparison to steel buoys, they can be positioned by smaller vessels. Kempf safe marine buoys are manufactured to accept all types of navigation lanterns and can also accommodate radar reflectors, bells, whistles, and D.F. aids if required. They can also be manufactured with the colours of any marine buoyage system.

Moorings of buoys of various types and sizes are also made by Kempf safe.

Sonic anti-fouling

GRANGE MARINE Services of Falkirk was exhibiting for the first time in the UK a very simple anti-fouling device.

It consists of an oscillator and a number of transducers with mounting hardware — according to boat length — known as the Aqua Sonic Hull Tender System which, if used properly, is guaranteed to keep all fouling off a vessel's hull for three years.

The system is currently under evaluation in the UK but it has already proved so successful in the USA that it has been installed on U.S. Navy vessels.

Recorder being tried out

Sperry Marine Systems was showing its usual wide range of electronic equipment including the 8 in. and 12 in. Lensref 360 deg. high-response radar reflector.

It was introduced at the Ayr show and is now selling very well.

On display for the first time was the Sperry SDR 3500 depth recorder; currently under evaluation, it is expected to be available shortly.

It features high power transducer (1,200 watts) three depth ranges with four selectable scales on each covering a range from 0 to 40 metres and 0 to 800 metres combined.

Expander

Also incorporated is scale expansion of any narrow section of recording 0-10 or 0-20 fathoms to full recorder width, depth alarm indicator and a bottom line for separation of fish from the bottom, or other solid object.

Paper speed can be varied as required.

The SDR 3500 power requirement is 11 to 60V d.c. (115V a.c. optional) at approximately 25 to 30 watts.

When linked to the Sperry Recorder-Flasher, it operates as a precision depth recorder/sensitive fish finder.

Pump firm on tour

VANROY LTD. of Stoke-on-Trent, UK agent for Desmi pumps manufactured by A/S De Smidke of Aalborg, Denmark, now has a mobile demonstration unit.

The vehicle, currently touring the east coast, carries a comprehensive range of Desmi self-priming pumps from 1 in. to 4 in. in various configurations. This includes the popular SA60, Desmi SL vertical marine pumps, proven light-duty pumps and DAE submersible sewage pumps.

At Catch '76, Vanroy displayed 14 different Desmi arrangements split between the mobile and a stand in the main marquee.

Washed off

Aqua Sonic creates a sonic condition in the hull by means of the transducers, which are installed roughly every 18 ft. Barnacles, etc., will not attach to the surface because of the sonic oscillations and algae, slime, etc., form, but cannot adhere.

They are washed off while the boat is in motion.

There are no through hull or exterior fittings and the system works equally well on metal or wooden hulls.

The transducers are easily fitted and, once the system is working, they can be used as an entertainment unit piping music when connected to any 8 ohm sound source.

One Aqua Sonic system (oscillator and one pair of transducers) weighs roughly 10 lb. and would cover a vessel up to 20 ft. LWL.

GRP clinker hulls for beach work

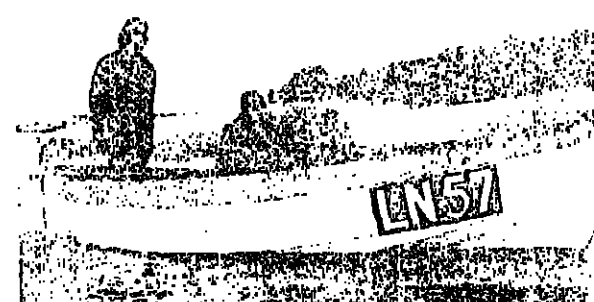
IN MY log of August 20 I replied to a query from a reader who wanted a simulated clinker-built GRP hull about 16 ft. long which he could complete himself for fishing from a beach.

I suggested that he contact a moulder of GRP hulls who had built one or two beach boats to WFA requirements and said that if I could locate any others, who might be able to supply him with a suitable hull, I would let him know.

I now have particulars of two GRP hulls in regular production which would have met his requirements almost exactly. Either of them might suit you very well should you be in search of a similar type of boat.

What he wanted was: "an exceptionally robust hull, fitted with at least two bilge runners on each side and a stout sole iron, suitable for winching up a beach. Provision would have to be made in it," he wrote, "for fitting a stern tube as I would install an inboard engine".

GRP Norfolk beach boats, like the one below, are moulded by Stratton Long Marine at Blakeney.



Moulded

Another is the clinker Pebble hull moulded by Pebble Boats at The Boat Yard, 60 Eastbourne Road, Hornsea, North Humberside. It is 16 ft. 4 in. (5 metres) long with a beam of 6 ft. (1.8 m) and weighs about 400 lb.

It is a scaled down version of Yorkshire cable, has a deep bow like a cable to facilitate launching through surf and a raked stern for beaching stern first through surf.

Wide beam and tumblehome provide stability and plenty of working space; tunnelled stern gives maximum flow of water for propeller; and twin keels ensure the boat remains upright when beached.

This hull is also designed for heavy duty and has steel runners fitted to protect it when being hauled up stony beaches.

Although these two hulls are of the type sought by the inquirer and, therefore, the only ones likely to be of interest to him, another hull moulded by Pebble Boats may be of interest to you if you want a beach boat, but are not particularly keen on simulated clinker construction.

It is known as the Standard Pebble hull and its design is a cross between that of a cable and a dory. Its dimensions

John Burgess' Log



I did, however, locate a source of concentrated food of a different kind — food with a high calorie and vitamin content compressed into sticks of differing flavours. Although you can't make a meal of the sticks, as you could with the Harlicks products, they serve very well to sustain you when you haven't time to eat normal meals.

They are about 4in. long and 1in. diameter. The variety is chocolate-flavoured; others caramel, orange and peanut butter.

Although such flavours may not appeal to you when what you want is a grilled steak or bacon and eggs, they are palatable enough and will keep you from suffering pangs of hunger until you can sit down to a proper meal. For this reason I can recommend them.

Since they are made by the Pillsbury Company in the USA, they are usually known as Pillsbury Food Sticks. I got mine through Camper and Nicholson's Marine Equipment Ltd. which would consider importing them if there was evidence of sufficient demand.

Until then the only concentrated food the company normally supply will be its Seven Oceans Lifeboat Rations — 500 grams of vitaminised biscuit blocks and 500 grams of glucose blocks put up in waterproof packs in which they will stay edible for up to five years.

If the idea of food sticks does not appeal to you, one of these packs would serve as a reserve of concentrated food on board.

Camper and Nicholson's market them, incidentally, because it also supplies services literature and supplies everything required for lifeboats from buoyant oars to emergency radio telephones.

It also supplies pyrotechnics, lights, signalling and navigating equipment that you may need from time to time.

Since most items comply with TTT requirements and are, therefore, suitable for use in registered fishing boats, it might pay you — even though you don't operate on the south coast — to get a copy of the company's catalogue. It is obtainable from head office at 55 Northampton Road, Southampton.

HIGH-PROTEIN FOOD RATIONS

"YOU ONCE described concentrated foods that you carry in your boat. Could you give us a brief description of those you would recommend us to keep on board and tell us where we can get them?"

The foods I described were initially produced for members of Antarctic expeditions. They included tins of compressed curry and rice, chocolate and nuts, and similar delectable concoctions with high calorie and vitamin content.

They came out of the tins in the form of slabs which you could either chew cold or put in a pan and heat.

They were made by Harlicks, but when the company merged with some other concern, it stopped production. And, despite repeated attempts to discover an alternative source of supply, I was never successful.

I did, however, locate a source of concentrated food of a different kind — food with a high calorie and vitamin content compressed into sticks of differing flavours.

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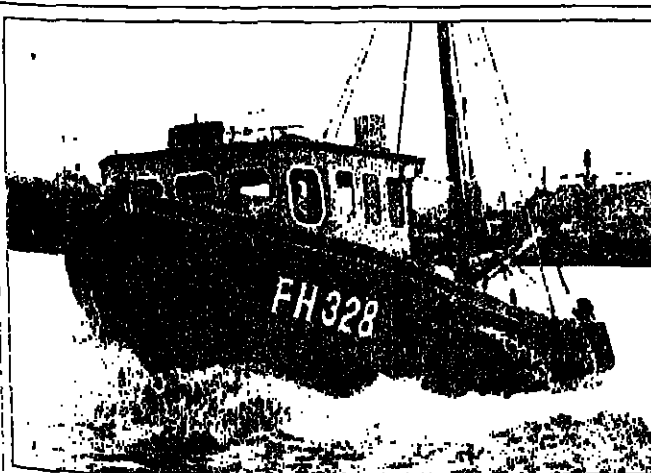
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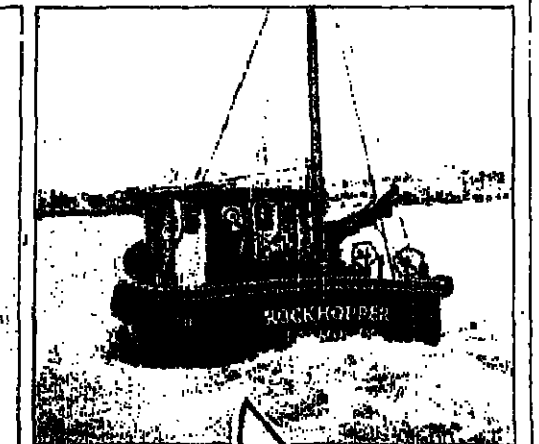
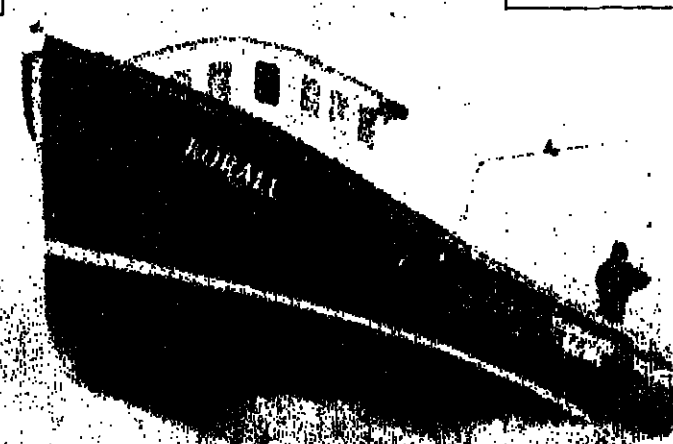
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